

ESTABLISHED 1857.

CHUNG HUI-SAN FOR
(Chinese Daily Press)
PUBLISHED DAILY
in the oldest and still immovably the best
medium for Advertising among the
“Native Community.”
Established for nearly **FOUR YEARS**,
circulated **daily** throughout Southern China,
and China, etc.
Plans for Advertising (Translations free) can
be obtained at the Office, Wyndham Street,
Hongkong; or from the different Agents.
Documents translated from or into Chinese
or Colloquial Chinese.

PRICE \$2⁵⁰ PER MONTH

ARRIVALS.
Oct. 12, YAEBOOWDALL, British str. 1397, W. Geddes, Singapore 3rd October, General.—**SHIRWAN, TORRES & Co.**
Oct. 13, HONGKONG, French str. 734, Bastian, Hongkong 11th October, and Hoihow 12th, General.—**A. B. & Co.**
Oct. 13, THALES, British str. 828, J. Douglas, Taiwan 10th Oct, Amoy 11th, and Swatow 12th, General.—**DOUGLAS LAIPRAK & Co.**
Oct. 13, ELSE, German str. 832, Peterson, Pakhoi and Hoihow 11th Oct, General.—**CHINESE.**
Oct. 13, ANTONIO, British str. 3358, M. H. F. Jackson, Liverpool and Singapore 8th Oct.—**General.—BUTTERFIELD & SWIRE.**

DEPARTURES.
AT THE HONG KONG MARITIME OFFICE.
13th OCTOBER.

Yarracorda, British str., for Shanghai.
Haiguan, British str., for Swatow.
Chuenan, Chinese, for Amoy.
Chung Kock Kien, British str., for Amoy.
Quarro, British str., for Manila.
Petrarch, German str., for Holland.
Yong Kien, Chinese, for Hongkong.
Haus, French str., for Hallow.

DEPARTURES.

Oct. 12. *GLARA*, German str., for Hainpoo.
Oct. 12. *FLORIDA*, German str., for Hallow.
Oct. 13. *FRAMMER*, Norw. str., for Port Walcott.
Oct. 13. *YARBA*, French str., for Europe.
Oct. 13. *CHANG H KIAN*, Brit str., for Amoy.
Oct. 13. *CHANG H KIAN*, Brit str., for Amoy.
Oct. 13. *EMERALDA*, British str., for Manila.
Oct. 13. *HAINUN*, British str., for Swatow.
Oct. 13. *SABINE RICKBENS*, German str., for

PASSENGERS.
DEPARTED.
Per Yarra, from Hongkong for Saigon.—Mr. Yeng Song. For Singapore.—Messrs. Moy Fei Chong and A. H. Cheke. From Shanghai for Singapore.—Messrs. Tremchroff and Abdolym For Bombay.—Mr. W. M. Powell. For Sues.—Mr. and Mrs. Monowsky. For Port Said.—Messrs. Gaba and Taglis. For Marseilles.—Messrs. Harang, le Vte. d'Honnors, Vorellon, and l'Abbe Barth.

TO DEPART.
Per Hanoi, for Haiphong.—Messrs. Charles

VISITORS AT HOTELS.
HONGKONG HOTEL.

Mr. & Mrs. Areger	Mrs. W. E. Home
Mrs. L. Bérindagoo	Mr. T. Howard
Mr. & Mrs. J. W. Boffes	Mr. Kerfoot Hughes
Mr. & Mrs. A. H. Botten- heim & child	Mr. G. L. Hummel
Mr. Brandenburg	Mr. & Mrs. E. S. Joseph
Mr. E. S. Barton	Mr. C. P. Kersberg
	Mr. & Mrs. Norroo Kysa

Mr. W. J. Cantler	Mr. Leon A. Levy
Mr. & Mrs. Charles C. Cohen	Mr. A. Macgowan
Mr. J. Davies	Mr. Percy G. McDouneil
Mrs. Willmina Doherty	Mr. F. S. Messer
Bliss Drum	Mr. W. Parritt
Mr. W. A. Duff	Mr. W. Passmore
Mr. F. W. Edwards	Mr. E. von den Flecken
Mr. C. C. Etzel	Mr. Arch. Reid
Mr. H. J. Ezra	Mr. & Mrs. Vaughan Ro- binson
Mr. E. E. Evans	Mr. Wm. A. H. Ronnie
Mrs. K. C. Fisher	Mr. Savours
	Mr. H. O. Rogers

Dr. J. B. Fowler	Mr. T. A. Stinson
Capt. F. D. Goddard	Mr. J. Strich
Mr. A. H. Gould	Dr. J. H. Swan
Mr. & Mrs. T. G. Gowland	Mr. & Mrs. W. E. Turner
Mr. & Mrs. W. D. Graham	Mrs. Unsworth
Miss Greene	Mr. J. McWilliams
Mr. S. Hobden	Mr. C. H. Wheeler
Mr. Henry Hobden	Mr. & Mrs. Wm. White
Staff Surg. W. E. Home	Mrs. Whitley
	Surg. Capt. Whitty
	A.M.S.
	Mt. T. S. Woods

R.N.	FESTER HOTEL
Mr. O. Allison	Mr. Clarence Jacobbal
Mr. A. W. Brewin	Mr. F. Jacob
Mr. G. J. Chapman	Mr. H. U. Jeffries
Capt. and Mrs. Clarke	Mr. L. Mallory
Mr. A. J. Commey	Mr. C. C. Malish
Mr. J. B. Conquest	Mr. R. Marston
Mr. H. L. Dalrymple	Mrs. G. F. Phillips
Mr. Alex. Donald	Mr. H. E. Pollack
Colonel H. Eldado	Mr. W. S. Ramsey
Surgeon-Col. Ewart	Mr. & Mrs. A. Buckle

Mr. M. E. P. Frost	Mr. Rümcker
Capt. & Mrs. L. A. C.	Mr. A. Sinehr
Gord. n. R. A.	Mr. A. Findlay Smith
Miss Gordon	Mr. A. P. Stokes
Colonel E. H. Georges	Mr. C. Struckmeyer
M. E. Heinze	M. C. Thiel
Mr. E. Heddinger	Ma. and Mrs. J. P.
Mr. T. W. Hornby	Thomas and child

VESSELS IN DOCK

KOWLOON DOCKS.—City of Rio de Janeiro
 Paëg, Sin Kai, Unity, Hottan, Ocampo.

COSMOPOLITAN DOCK—West York Jacob
 Christensen, Petarch.

TO-MORROW.
 Benevolent Society's Promenade Concert, at
 Volunteer Headquarters, 9.15 p.m.

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.

TIME TABLE.
WEEKLY DAYS.

7.30 a.m. to 10.30 a.m. Every quarter of an hour
11.30 a.m. to 12.30 p.m. Every half hour.
12.30 p.m. to 2.30 p.m. Every quarter of an hour
2.30 p.m. to 8.00 p.m. Every quarter of an hour
Night carat. 8.45 p.m. and 9 p.m. and from 9.45 p.m.
to 11.15 p.m. every half hour.


SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.
8.45 a.m. to 10.30 a.m. Every half hour.
10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. Every quarter of an hour.

3 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from
8.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1896. (4236)

A REGULAR MEETING of the
PERSEVERANCE LODGE will be
 held at the **PHARMASIANS' HALL**, on **SATUR-**
DAY, the 16th inst., at 8.30 for 9 P.M. precisely.
 Visiting Brethren are cordially invited to
 attend.
 Hongkong, 11th October, 1897. [232]

VICTORIA ~~N~~ ~~X~~ **PRECEPTORY**


A REGULAR MEETING of the VIO
 TORIA PRECEPTORY will be held
 at the FREEMASONS' HALL on WEDNESDAY
 the 20th October, at 8.30 for 8 P.M. provincial
 Visiting Sir Knights are cordially invited to
 attend.
 Hongkong, 11th October, 1897. [225]

NOTICE.

SUN SING LOONG (新勝隆)
 I have always for SALE a fine assortment of the new season's selected **PRESERVED GINGER AND SWEETMEATS** of their well-known Manufacture.
 Head Office, HONGKONG, No. 3, Sai O Lane, West Point.
 Branch Office: HONGAN, Canton.
CHUI CHEW TING,
 Manager.
 Hongkong, 30th April 1897. [24]

S I E N T I N G
SURGEON DENTIST.
No. 10, DIAGULAR STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, 43rd September, 1891. [21]

INTIMATIONS

A. S. WATSON & CO. LIMITED.

BY APPOINTMENT.

WINES & SPIRITS.

We beg to call attention to our PRICE LIST of WINES and SPIRITS as below:

As these are all selected and bought first hand by our London House we are enabled to supply the best qualities at Moderate Prices.

PORT.

(For Details and General Use.)

B. VINTAGE, superior quality, Red Capable	\$14.40	\$1.20
C. FINE OLD VINTAGE, superior quality, Black Seal Capable	16.20	1.35
D. VERY FINE OLD VINTAGE, extra superior, Black Seal Capable (Old Bottles)	20.40	1.70

SHERRY.

B. SUPERIOR PALE DRY, dist. rino, Green Seal Capable	\$10.80	\$0.90
C. MARGINAL, PALE NATURAL, Green Seal Capable	12.00	1.00
D. SUPERIOR OLD DRY, PALE NATURAL, Green Seal Capable	12.90	1.00
E. FINE OLD DRY, PALE NATURAL, Green Seal Capable	14.40	1.20
F. EXTRA SUPERIOR OLD DRY, PALE NATURAL, Green Seal Capable	20.40	1.70

CLARET.

B. ST. ESTEVE, Red Capable	\$ 6.96	\$ 7.56	\$ 8.00	\$ 8.35
C. ST. JULIEN, Red Capable	9.00	9.60	0.75	0.40
D. LA ROSE, Red Capable	12.90	13.92	1.10	0.60
E. LA ROSE, Red Capable	12.90	13.92	1.10	0.60
F. LA ROSE, Red Capable	12.90	13.92	1.10	0.60

BRANDY.

A. HENNESSY'S OLD PALE, Red Capable	\$18.00	\$1.50
B. SUPERIOR, Red Capable	21.00	1.75
C. VERY OLD, Red Capable	24.00	2.00
D. VERY OLD, Red Capable	36.00	3.00
E. VERY OLD, Red Capable	48.00	4.00

WHISKY.

A. THORNE'S BLEND, White Capable	\$10.80	\$0.90
B. WATSON'S GLENROTH, White Capable	10.80	0.90
C. WATSON'S GLENROTH, White Capable	12.00	1.00
D. WATSON'S GLENROTH, White Capable	14.40	1.20
E. WATSON'S GLENROTH, White Capable	15.00	1.25

AMERICAN.

A. JAMESON'S VERY OLD, Green Capable	\$12.00	\$1.00
B. JAMESON'S VERY OLD, Green Capable	15.00	1.25
C. JAMESON'S VERY OLD, Green Capable	15.00	1.25
D. JAMESON'S VERY OLD, Green Capable	15.00	1.25

GIN.

A. JAMESON'S VERY OLD, Green Capable	\$12.00	\$1.00
B. JAMESON'S VERY OLD, Green Capable	15.00	1.25
C. JAMESON'S VERY OLD, Green Capable	15.00	1.25
D. JAMESON'S VERY OLD, Green Capable	15.00	1.25

RUM.

A. JAMESON'S VERY OLD, Green Capable	\$12.00	\$1.00
B. JAMESON'S VERY OLD, Green Capable	15.00	1.25
C. JAMESON'S VERY OLD, Green Capable	15.00	1.25
D. JAMESON'S VERY OLD, Green Capable	15.00	1.25

LIQUORS.

A. JAMESON'S VERY OLD, Green Capable	\$12.00	\$1.00
B. JAMESON'S VERY OLD, Green Capable	15.00	1.25
C. JAMESON'S VERY OLD, Green Capable	15.00	1.25
D. JAMESON'S VERY OLD, Green Capable	15.00	1.25

APRATED BRANDS.

A. JAMESON'S VERY OLD, Green Capable	\$12.00	\$1.00
B. JAMESON'S VERY OLD, Green Capable	15.00	1.25
C. JAMESON'S VERY OLD, Green Capable	15.00	1.25
D. JAMESON'S VERY OLD, Green Capable	15.00	1.25

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 11th August, 1897.

INTIMATIONS

BROWN, JONES & CO.

DIAMONDS IN AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE.

OBSEQUIY MEMORIALS.

Designs and Prices on application.

Office, 47, QUEEN'S ROAD CENTRAL. [2857]

THE HONGKONG DIRECTORY

AND

THE HONGKONG DIRECTORY

1897.

The THIRTY-SEVENTH ANNUAL ISSUE, which will be found, as hitherto, more full and accurate than its predecessors.

Royal Octavo. Complete with Maps and Plans. Pp. 1,240, 37. Directory only, pp. 872, \$8.50.

The Daily Press.

HONGKONG, OCTOBER 14th, 1897.

A CASE has recently been tried at Kobo which possesses considerable interest, as turning on the question of return commissions or exequies. Before Mr. J. C. HALL sitting as Judge, and Messrs. G. J. MELHUS and W. W. NEEL sitting as assessors, F. R. A. DA SILVA was arraigned in the British Consular Court on an indictment charging him on three separate counts with embezzling from his employers, Messrs. C. NICKEL & Co., the sums of \$510, \$5,60, and \$20,700 respectively within the last six calendar months. The prosecuting firm are stevedores and handling agents, and supply water to vessels. The accused was in charge of their water boat and it was his duty sometimes to receive the money paid by ships or their agents for water. The charge against him was that he had received from the agents of one line of steamers three separate amounts and had accounted to the firm for lesser amounts. The defence was that the difference had been paid away as return commissions to people aboard the ships to which the water was supplied. The defence called no evidence, but it appeared from the evidence for the prosecution that the system of return commissions was recognised by the firm, and, being so, the Court acquitted the accused, one of the assessors dissenting. It would be unfair to accept the acquittal of the accused as implying the conviction of the man alleged to have received the return commissions, as these were not present to speak for themselves; but in view of the existence of a system of return commissions recognised by the firm the Court was justified in finding the charge against the accused not proven, in the absence of direct evidence that the money in question had not been paid away in that manner. The Court was not called upon to say whether it was more probable that the accused had put the money into his own pocket, or given it to others as return commissions in the way of business, and seeing that the prosecution failed to prove conclusively that the accused took the money for himself he was entitled to an acquittal.

The judge in announcing the decision of the Court made a few remarks which he described as purely extra-judicial. He said he "looked upon the return commissions" "paid to the employees of owners of ships as" "being improper; he was not saying that" "they were illegal, because he did not know" "any case had been decided to that effect." "It was decidedly dishonest on the part of" "ships' officers who took them, and dis" "honourable on the part of anyone dealing" "with ships to pay them. It was quite clear" "that their payment was recognised by" "NICKEL & Co., and that it was understood," "dirty work which they did not wish to ap" "pear on their books. He was sorry to" "hear that the custom was so prevalent in" "Kobe as it appeared to be." The system, he, unfortunately, more or less prevalent everywhere, but perhaps not more so in the shipping business, in proportion to the opportunities afforded, than in other lines. Indeed, so firmly rooted is the system that if a man in a position to make it the chances are that the money simply goes into somebody else's pocket. As the judge in the Kobe case said at conclusion of his judgment, "he might have a strong" "suspicion that the accused, being employed" "in the dirty work of giving bribes, some" "of the money might have been stuck to his" "own hands, but on that suspicion he would" "not convict him." In fact such a system, as that described has a corrupting influence all round.

In connection with the case above referred to we would commend to the attention of all interested in the question the following remarks from the Kobe Chronicle:—It is extremely difficult, however, to devise a remedy. Compromisers, coal-merchants, stevedores, pilots and others who have to submit to this system of extortion, or become willing or unwilling instruments in these funds upon steamship owners, are quite helpless in the matter. They have either to pay the commissions, or go out of business. The agents of the steamers are likewise in a more or less helpless position. They are aware that these "squeeze" go on, but they also know that any action taken by them would be fruitless of result, whilst they would incur the enmity of those against whom reports were made which might in the long run do them much injury with the owners. The agents, indeed, take up the position that the steamship owners are themselves primarily to blame. The owners, they say, make a point of getting their captains and officers in the cheapest market, without considering the question of character, and they pay low salaries for positions of great trust and responsibility, with the consequence that every opportunity is seized to make an ill-gotten profit. Nor are the captains on their side devoid of excuse. They point out that their positions are of a most precarious character, as they are always liable to be dismissed for accidents occurring through no fault of their own, and they further allege that the owners are perfectly well aware of the practices which prevail

that sailors find it almost impossible to understand them. "Something extra," he made, and that it is only by means of these "commissions" that sailors can be brought up to the standard of a living wage. It cannot be said that these "squeeze" take away from the moral turpitude of suchness, but they at least form good ground for the whole question being taken into consideration by the owners on one side and the organisations to which captains and officers belong on the other.

A meeting of the Sanitary Board will be held this afternoon at a quarter past four.

The M. M. steamer *Lois* made the run from Saigon to Singapore, a distance of 650 miles, in 40 hours.

The C. P. R. steamer *Empress of India* left Vancouver for Hongkong on Monday p.m., the 11th inst.

A Japanese Imperial Ordinance issued on the 1st October provides that the one you silver pieces will be withdrawn from circulation on and after the 1st April, 1898.

We are indebted to Señor José de Navarro, Spanish Consul, for a copy of the following telegram received from the Manila Observatory:—"Manila, 13th October.—The depression crossing the N. of Manila in present direction."

Messrs. Blackhead & Co. received information yesterday that their lorry *John* had been badly shored near Wong Chai, close to Shui Hang on the West River. The vessel was chartered by Chinese and the cargo was general.

According to an exchange, the first cargo of steel rails ever sent from the United States to the East Indies was shipped by the American Steel Co. of Sparrow's Point, Md., on the British steamer *City of Dundee*, from Baltimore on the 10th August for Calcutta. The *City of Dundee* arrived at New York on 10th August to complete her cargo.

A correspondent of the Straits Times writes:—A man who took up an appointment of one hundred dollars per annum twelve years ago, when the dollar stood at 3/10 sterling, now finds that the present value of his hundred dollars, as compared with its twelve years ago, is forty-eight dollars. He has received no increase, no compensation. What ought to be done in such a case?

The impromptu concert at night has been very enjoyable. There is one gunner who can sing a song on almost any subject, and he has been singing a song on the subject of the night. Give this gunner the name of your favourite pet and he will at once fire off a beautiful and long song about it. But the man does not mind the matter of retelling and singing. The matter of retelling and singing. The matter of retelling and singing.

Mosquitoes take possession of most of the night at night and drive them away. They are big creatures and do not let it for everybody know that they can buzz boisterously. A few human specimens are also occasionally taken by the mosquitoes. The matter of retelling and singing. The matter of retelling and singing.

The twenty-fourth ordinary meeting of the shareholders of the Jelabu Mining and Trading Co., Limited, was held at the head office, No. 4, Praya Central, yesterday, at noon. Mr. A. N. Siebs presided and there were also present—Messrs. E. L. Richardson, J. L. Richardson, C. H. Thompson, J. H. Cox, J. B. Coningham, E. M. Gray, E. S. Wheeler, C. Palmer, A. V. Agar, B. Byrnes, H. J. M. Curran, and others. The Chairman read the notice calling the meeting.

The Chairman—Gentlemen, by your permission I propose to follow the usual course and take the report and accounts as read. The report and accounts were read and approved. The Chairman then read the report of the Directors, which was also approved. The Chairman then read the report of the Directors, which was also approved.

There were some questions and the Chairman moved the adoption of the report and accounts. The report and accounts were read and approved. The Chairman then read the report of the Directors, which was also approved. The Chairman then read the report of the Directors, which was also approved.

Writing on the financial position of Hongkong the *Straits Times* says:—Fiscal embarrassments have been prevalent throughout Hongkong. At the date of latest advices, the Government was about to lay the estimates for the coming financial year before the Legislative Council, and a deficit of £1,000,000 was likely to be largely increased. That means a heavier burden on the labouring and salaried classes, already hard hit by the highest cost of living. Rent will be raised on land and sub-tenants, and the struggle for existence will become more difficult. The increase of taxation means also an increase in the military contribution, which is fixed at 17½ per cent on the total revenue of the colony.

Out of every dollar raised by fresh taxation, the Imperial Government will thus take 17½ cents for military purposes. In that respect, Hongkong is a very poor colony. The Hongkong Government, whose three separate municipal revenues stand separate from the general revenue, which alone bears the incidence of the military contribution, is in a position to resist the increase of taxation. Efforts to resist the increase of taxation are being made, but the Government is determined to resist the increase of taxation.

Mr. ENX, in reply, said—Mr. Chairman, I thank you very much for the kind words which you have just spoken with reference to me and I thank you very much for the kind words which you have just spoken with reference to me and I thank you very much for the kind words which you have just spoken with reference to me.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS"]

LONDON, 11th October.

THE SOUDAN.

It has been decided to extend the railway from Aba Hamed to Berber immediately.

RE-INFORCEMENTS FOR GIBRALTAR.

It has been decided to send two battalions of the Guards to Gibraltar next spring season, when the battalion now there will return.

THE GYMNASIA.

The following is the programme for the 11th Gymnasium, to be held on the 11th November, the first event taking place at 3.30 p.m.

THE KINGS-COURT.—A four-furlong handicap, all Chinese horses, 1st prize, £100, 2nd, £50, 3rd, £25, 4th, £10, 5th, £5, 6th, £2, 7th, £1, 8th, £1, 9th, £1, 10th, £1.

THE CONSORTION RACE.—For all horses, 1st prize, £100, 2nd, £50, 3rd, £25, 4th, £10, 5th, £5, 6th, £2, 7th, £1, 8th, £1, 9th, £1, 10th, £1.

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The following is the programme for the 11th Gymnasium, to be held on the 11th November, the first event taking place at 3.30 p.m.

THE KINGS-COURT.—A four-furlong handicap, all Chinese horses, 1st prize, £100, 2nd, £50, 3rd, £25, 4th, £10, 5th, £5, 6th, £2, 7th, £1, 8th, £1, 9th, £1, 10th, £1.

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CHINESE CHAIR LABOUR.

The following letter appears in the N. C. Daily News:—

"In your issue this morning you state that the Chinese chair labourers are being 'squeezed' by the British. Now in this fact? My observation for the last 20 years has caused me to believe the opposite. Where do they work? Certainly not in the country, where the chair labourers do not work at all. They work in the city, where they are 'squeezed' by the British. They work in the city, where they are 'squeezed' by the British. They work in the city, where they are 'squeezed' by the British.

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CLOSING QUOTATIONS.

EXCHANGE.	
ON LONDON	
Bank Bills, at Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/8
Bank Bills, at 30 days' sight	1/10 1/8
Bank Bills, at 4 months' sight	1/10 1/8
Bank Bills, at 6 months' sight	1/10 1/8
Documentary Bills, 4 months' sight	1/11 1/8
ON PARIS.	
Bank Bills, on demand	239
Credits, at 4 months' sight	243
ON BRUSSELS.	
On demand	193
ON NEW YORK.	
Bank Bills, on demand	49 1/2
Credits, 30 days' sight	49 1/2
ON DOHA.	
Telegraphic Transfer	145 1/2
Bank, on demand	146
ON CALCUTTA.	
Telegraphic Transfer	145 1/2
Bank, on demand	146
ON SHANGHAI.	
Bank, at sight	74 1/2
Credits, 30 days' sight	74 1/2
ON YOKOHAMA.	
On demand	61 1/2 p.m.
On demand	41 1/2 p.m.
ON HONG KONG.	
On demand	1 1/2 p.m.
Sovereigns, Bank's Buying Rate	10.86
GOLD LEAF, 100 fine, per tael	53.00

COMPANY.	PAID UP.	QUOTATIONS.
(banks—		{840.25, sal. &

Hongkong & Shanghai	\$125	177	90	per cent.
China & Japan, per cent.	\$20	80	nominal	
London, per cent.	\$10	10	nominal	
Do. deferred	\$1	85	85, buyers	
Nat'l. Bank of China				
B. Share	\$3	189	189	
Foreign	\$1	100	100	
Bel's Assets E. A.				
London	\$1	100	100	100, sellers
Temple, Moore & Co.	\$10	78	78	
China Sugar	\$100	1100	1140	
Cotton Mills				
Bro.	Tia 100	Tia 100	111, buyers	
China Mills	\$30	318	318	
International	\$10	120	120	
London slow	\$10	120	120	120, sellers
Neyhee	Tia 60	Tia 175	175	
Yahloong	Tia 79	Tia 72	72	
Duty Free				
London	\$3	147	147	147, buyers
Green Island Cement	\$10	111	111	111, buyers
Do. New Issue	\$24	114	114	114, buyers & sell
I. & C. Bakery	\$24	115	115	115, buyers & sell
London	\$10	115	115	115, buyers
Hongkong Electric	\$25	114	114	114, sales & sell

Hongkong Hotel	\$50	\$48, 11/10
Hongkong Ice	\$25	\$113, 11/10

... & C. White & Co.	\$185	\$243, sellers
... & Co.	\$185	\$243, buyers
... & W. Dock	\$125	\$226, p. cr. prem.
... Insurance—		—\$474, sal.
... Canton	\$309	\$170, sellers
... China	\$309	\$167, sellers
... China Traders	\$293	\$3, sellers
... Hongkong Fire	\$300	\$3072, buyers
... North-China	\$225	Li. 200, sellers
... Sui	\$315	\$13, sales & buyers
... Union	\$326	\$245, cal. ed. cal.
... Yangtze	\$360	\$158, sellers
... Land and Building—		
... Hanover	\$50	\$77, sales & buyers
... Humphreys Estate	\$10	\$19, 77, sellers
... Kowloon Land & E.	\$339	\$119, sellers
... West Point Building	\$400	\$21, buyers
... Sugar	\$191	\$376, sellers
... Mining—		
... Charleston & Co.	\$50	\$89, buyers
... G. Esté, & C.	\$5	\$94, sales
... J. & C.	\$5	\$94, sales
... Jolebu	\$5	\$240, sales
... New Balmoral	\$1	\$170, sales
... Do. Preference	\$1	\$170, sales
... Oliver's Mines A.	\$2	\$183, sales & buyers
... J.	\$22	\$183, sales & buyers

m.	Do. Preference.	\$1	\$1.40, buyers
	Raubs	13s. 10d.	122, buyers

New Army Coat	\$10	\$19, sellers
Necktieps Coys.		
China Mutual Ord.	\$60	\$75, buyers
D. Preference	\$20	\$25.10, buyers
Druggists Steamship	\$10	\$7, buyers
T. Camp and Sons	\$60	\$85, sale
Indo-China S. N.	\$15	\$24, sale
nited Ast's	\$20	\$50, buyers
Do do	\$2	\$2, sellers
Warehouse	\$10	\$10, nominal
Watson & Co., A. S.	\$10	\$10, sellers
J. V. Y. VERNON, Brok.	\$10	\$12, seller

OPTUM.			
			with allance of r
New Malwa (this year)	\$870	1 to 1	
New Malwa (last year)	\$870	1 to 1	
New Malwa (2½ years)	.910	0 to 1	
Older Malwa (6½ yrs)	.930	0 to 1	
New Patna	\$ -	to Bengal.	
Malwa (Past year)	\$400		
Persons	\$350		
Qly and Expensive	\$350		
Perals: 2 chest leucars.			

THE WEATHER.

1.00 REGISTER, 12th OCTOBER, AT 4 P.M.

STATION.	Temperature at level of 50 fms.	Direction of surface current.	Force of surface current.	Direction of drift.	Force of drift.	Wind.		Weather.
						Direction.	Force.	
Wladivostok.								
Yokyo	30.06			S	3	W	3	10
Kochi	31.01			S	3	W	3	10
Amoy	30.87			S	3	W	3	10
Kagoshima.	29.89			W	4	W	4	10
Gulfad.	30.63	60	SE	SE	4	W	4	10
Sharp Peak	29.89	80	SE	SE	4	W	4	10
Amoy	30.84	79	SE	S	3	W	3	10
Yokyo	29.77	88	SE	S	3	W	3	10
Canton	29.52	90	SE	S	3	W	3	10
Hongkong.	30.01	85	SE	SE	4	W	4	10
Yokyo	30.84	79	SE	S	3	W	3	10
Cape Rock	29.95							
Macao.								
Haitungsh.	29.85	79	SE	S	3	W	3	10
Batavia.	29.74	79	SE	S	3	W	3	10
Manila	29.76	79	SE	S	3	W	3	10
Cape S. James								

13th OCTOBER. AT 10 A.M.

ET.	Nagasaki	—	—	—	—	—
will	Kagoshima ..	—	—	—	—	—

[illegible]

Direction of wind	ESE	E
Force	1	5

[illegible]

Barling	Mon.	11	m 0 8	5 1	m 8 14
			Ne interior	high	low

Tue	39	20	1	5	116	m	10	88
Wed	39	20	7	17	116	m	11	88
				No inferior	High		5.0F	10W

NOTICE TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.
NOTICE TO CONSIGNEES.
FROM SWANSEA, GLASGOW, LIVERPOOL, AND SINGAPORE.
THE Company's Steamship
"HYSON"
having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, where delivery may be obtained.
No claims will be admitted after the goods have been landed, and all claims must be sent to the office of the undersigned before Noon on the 15th inst., or they will not be recognized.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on FRIDAY, the 15th inst., at 3 P.M. No Fire Insurance has been effected, and any goods remaining in the Godowns after the 15th inst. will be subject to risk.
Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.
Hongkong, 8th October, 1897. [221]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamers

"SARPEDON"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, where delivery may be obtained.
No claims will be admitted after the goods have been landed, and all claims must be sent to the office of the undersigned before Noon on the 15th inst., or they will not be recognized.
Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.
Hongkong, 8th October, 1897. [219]

STEAMSHIP "OCEANIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre or St. Nazaire in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after SATURDAY, the 23rd inst., will be subject to rent and landing charges.
All Claims must be sent to me on or before SATURDAY, the 23rd inst., or they will not be recognized.
All Damaged Packages will be examined on MONDAY, the 18th inst. at 4 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 10th October, 1897. [2]

VESSLS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MUNION."

Captain Muirhead, will be despatched TO-DAY, the 14th inst., at 8 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th October, 1897. [214]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"HUBEL."

Captain Quill, will be despatched as above TO-MORROW, the 15th inst., at DAYLIGHT.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th October, 1897. [233]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

THE Company's Steamship

"MARIA RICKMERS."

Captain Berg, will be despatched as above TO-MORROW, the 15th inst.
For Freight, apply to ARNOLD, KARBURG & CO., Agents.
Hongkong, 27th September, 1897. [2332]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MANILA, CEBU, AND ANDAN.

THE Company's Steamship

"KAWACHI MARU."

Captain J. S. Taylor, will be despatched as above TO-MORROW, the 15th inst., at 4 P.M.
This Steamer is fitted with Superior accommodation for First and Second Class Passengers and is lighted by electricity throughout.
A daily qualified Doctor is on board.
For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.
Hongkong, 2nd October, 1897. [2372]

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"LIV."

T. Hansen, Master, will be despatched for the above port on SATURDAY, the 16th inst., at Noon.
To be followed by the S.S. "ST. NINIAN" on or about 31st Oct. S.S. "PALLODIN HALL" do. 15th Nov. S.S. "FELDFELD" do. 30th Nov. S.S. "TARROWDALE" do. 15th Dec.
For Freight, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, 14th October, 1897. [2280]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS AND COLOMBO.

Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLAME, &c.
THE Company's Steamship

"OANPA."

Captain John A. Davies, will be despatched as above on SATURDAY, the 16th inst., at 4 P.M.
For Freight, apply to HOLLIDAY, WISE & CO., Agents.
Hongkong, 2nd October, 1897. [2273]

MOQUE WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"MACDUFF."

Will be despatched on 26th Oct. 1897. S.S. "GROSVARTY" do. 4th Dec. 1897. S.S. "SIRK" do. 17th Dec. 1897.
For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.
Hongkong, 10th October, 1897. [2334]

FOR BALTIMORE.

THE Company's Steamship

"TOLAN."

Captain C. C. McDuff, is loading here for the above port and will have quick despatch.
For Freight, apply to ARNOLD, KARBURG & CO., Agents.
Hongkong, 2nd September, 1897. [2172]

VESSLS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO THE STRAITS AND BASSA (BURMA).

THE Company's Steamship

"MEI-POMENE."

Captain S. Martindale, will leave for the above places on SATURDAY, the 16th inst.
For Freight, apply to SANDER & CO., Agents.
Hongkong, 13th October, 1897. [5]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(UNDER MAIL CONTRACT.)

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"OMI MARU."

Captain C. Young, will be despatched for the above ports on MONDAY, the 18th inst., at 4 P.M.
This steamer is fitted with Superior Passenger Accommodation and is lighted by electricity throughout.
A daily qualified Doctor and a European Surgeon are on board.
For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.
Hongkong, 13th October, 1897. [2343]

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Interior and Eastern Cities of the United States and CANADA and to EUROPE.

HONGKONG TO LONDON &c.

Excellent accommodation. First class Table, Dooton and Stewards carried.

HONGKONG TO NEW YORK &c.

The Railroad traveling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA &c.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

COLUMBIA	12,395	Tuesday	Oct. 19
TACOMA	12,349	Tuesday	Nov. 9
VICTORIA	13,167	Tuesday	Nov. 30
OLYMPIA	12,303	Tuesday	Dec. 21
COLUMBIA	12,605	Tuesday	Jan. 11
TACOMA	12,519	Tuesday	Feb. 1

THE Steamship

"COLUMBIA."

Captain W. Hill, sailing at Noon on TUESDAY, the 14th inst., will proceed to VICTORIA (B.C.) and TACOMA (Wash.) via FOGHOGH, SHANGHAI, KOBE, and YOKOHAMA.
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy sent to the Consulate at the destination, and one copy sent to the Consulate at the port of departure.
Freight must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.
For further information as to Passage or Freight, apply to DODWELL, CARLILL & CO., Agents.
Hongkong, 11th October, 1897. [9]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS."

Captain Barwell, will be despatched as above on SUNDAY, the 24th inst.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th October, 1897. [2300]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE PACIFIC RAILWAYS AND THE ATLANTIC OCEAN, AND OTHERS CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Oct. 23, 1897, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 13, 1897, at Noon.

 Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 7, 1897, at Noon. |

THE Company's Steamship "GAELIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 28th October, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan for a second voyage within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and sent by mail to the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th October, 1897. [6]

VESSLS ON THE BERTH

STEAM NAVIGATION COMPANY.

FOR

STEAMERS

TO SAIL ON

REMARKS.

YOKOHAMA, VIA SHANGHAI (MARITIME) About 15th Freight or Passage.

SHANGHAI (MARITIME) About 17th Freight or Passage.

LONDON (MARITIME) About 18th Freight or Passage.

LONDON, &c. (MARITIME) About 21st Freight or Passage.

YOKOHAMA, VIA NA- (MARITIME) About 22nd Freight or Passage.

SASAKI & KOBE (MARITIME) About 23rd Freight or Passage.

LONDON (MARITIME) About 28th Freight or Passage.

Hongkong, 14th October, 1897.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPEROR OF CHINA, Comdr. H. P. Jones, R.N., WEDNESDAY, 27th Oct. 1897

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N., WEDNESDAY, 24th Nov. 1897

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N., WEDNESDAY, 24th Dec. 1897

THE magnificent TWIN-SCREW STEAMSHIPS of this line pass through the famous INLAND SEA OF JAPAN, and actually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (including the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PACIFIC COAST TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports on ALL ROUND THE WORLD. Return Tickets to various points at reduced rates, Good for 6, 9, and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having secured the highest award for service at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 30th September, 1897. [5]

VESSLS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DARDANUS."

Captain Gregory, will be despatched as above on MONDAY, the 18th inst.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th October, 1897. [1087]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"KUTSANG."

Captain Geo. Payne, will be despatched as above on TUESDAY, the 19th inst., at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 12th October, 1897. [2344]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, PERSIAN GULF, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"RAVENNA."

Captain C. T. Denny, R.N., carrying Her Majesty's Mails, will be despatched from this port for BOMBAY on THURSDAY, the 21st October, at Noon. This Steamer carries the above Ports. This steamer connects at Bombay with the S.S. "EGYPT" leaving that Port on the 13th November for London direct.

Silk and Valuable Mail Carriage for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of Packages are required.

Slippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. BITCHIE, Superintendent.

Hongkong, 8th October, 1897. [1]

NIPPON YUSEN KAISHA.

HONGKONG-VIADIVOSTOK LINE.

(MONTHLY SERVICE)

FOR VIADIVOSTOK, VIA SHANGHAI, CHEFOO, CHIENTULO, NAGASAKI, FUSAN, AND GENSAN.

THE Company's Steamship

"HOGU MARU."

Captain H. Walker, will be despatched as above on FRIDAY, the 22nd inst., at Noon.
For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.
Hongkong, 11th October, 1897. [2344]

FOR NEW YORK.

THE 3/4 A. I. American Ship

"ADEN COBURN."

Captain M. Walker, will be despatched for the above port and will have quick despatch.
For Freight, apply to ARNOLD, KARBURG & CO., Agents.
Hongkong, 2nd September, 1897. [1087]

VESSLS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF HOUSTON (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 19, 1897, at Noon.

CITY OF PERTHO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 9, 1897, at Noon.

CITY OF SAN FRANCISCO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 27, 1897, at Noon.

THE U.S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 19th October, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Continental rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the HAWAIIAN PACIFIC RAILWAY on payment of 25 cents in addition to the regular ticket rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to Europe, and to the principal cities of the United States.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Dominica, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day before sailing. Through Bills of Lading will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Custom House, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 1st October, 1897. [3]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

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